

# Thinking and Countermeasures for The Delivery of Maritime Police Forces Upon the Prediction of Large-scale Mass Incidents in The Confrontation Between Chinese and Philippine Fishermen at Sea

Chen Xia

Logistics University of People's Armed Police Force, Tianjin, China

---

**Abstract:** In order to solve the practical problems of the marine police force in the South China Sea, combined with the actual business in the field of transportation and investment, this paper analyzes the problems and causes of the existing support mode, comprehensively considers them, and points out several aspects and practical measures that need to be paid attention to in order to plan in advance and provide reference and help for the force to solve practical problems.

**Keywords:** Mass events, Transportation, Delivery ideas and countermeasures.

---

## 1. Introduction

In recent years, with the continuous advancement of globalization, the allocation of world resources has become the conflict point of major interest disputes among countries. The clarification of sovereignty over land resources has led countries in the world to shift their goals to the ocean one after another. Marine resources have become the focus of resource struggles among countries in the 21st century. World powers have deployed marine strategies one after another. In this century of unprecedented changes, China has inevitably joined the competition for marine resources.

Fishery resources, as one of the most abundant and intuitive resources in the ocean, have extremely high economic and practical values. The ocean contains the most abundant ecosystem. In the southeast coastal area of China alone, there are more than 30000 kinds of fish known at present, and more than 150 common economic varieties. They are the inexhaustible resources that local fishermen have relied on since ancient times.

With the continuous improvement of China's economic strength, the people's living standards, and the people's yearning for a better life, the demand of the marine fishery market continues to increase. The market where supply exceeds demand leads fishermen to increase the area, quantity and frequency of fishing. Due to the limited resources of inland fishing grounds, people turn to the disputed areas of high seas fishery resources. At present, countries have not yet issued relevant precise agreements. Driven by interests, Fishermen will gather where the dispute exists. Territory thinking and formation operation widely exist in fishermen's groups in various countries. The limited fishery resources aggravate and worsen the competition and conflict of this kind of fishing, until small-scale fighting and large-scale group events occur.

As a national force for maintaining stability and dealing with emergencies, the armed police force has the obligation to protect the legitimate rights and interests of Chinese fishermen, to safeguard China's fishery resources from infringement, and to stop all potential dangers that are unfavorable to security and stability in its jurisdiction. This

article assumes that after a large-scale mass incident of fishermen in the waters near Huangyan Island due to economic interest disputes between China and the Philippines (hereinafter referred to as China and the Philippines), This paper discusses the transportation and delivery of armed police and marine police forces, and gives corresponding ideas and countermeasures.

## 2. Task Scenario

On XX, 20XX, Hainan fishermen's fleet (more than 40 vessels) carried out fishing operations near Huangyan Island (with slightly different latitude and longitude). At xx:xx, it was found that more than 30 Philippine fishermen's vessels sailed into the vicinity of the islands under our actual control to fish. Our fishing boat formation was ineffective. The two sides gathered their fleets to form a confrontation. There was a tendency to form a large-scale armed struggle, causing casualties among our people. At xx:xx, our fishermen reported to 95110 via satellite telephone, After receiving the alarm, the China maritime police immediately set up a temporary headquarters to report the disposal situation to the higher authorities level by level, rapidly deployed troops to the South China Sea Branch, and delivered tasks, demanding that the Philippine fishing boats be expelled from China's exclusive economic zone and protecting the reasonable and legitimate economic activities of our fishermen.

After receiving the task, the headquarters of the South China Sea sub Bureau immediately set up a front finger to coordinate the fourth and fifth bureaus directly under the Bureau closest to the place of the incident and the Hainan Marine Police Bureau to arrange the dispatch of the ships on duty, the helicopter brigade to investigate in advance, and report the situation to the headquarters at any time. The remaining ships in good condition are on standby, and the sixth bureau is ready to receive them.

## 3. Situation Analysis

### 3.1. Main Characteristics and Impacts of Fishermen's Mass Incidents at Sea

As an ancient occupation, fishermen have their historical

characteristics. The sea is boundless, and the weather is changeable. Hydrometeorology has a great impact on fishermen's operations. Although operating alone has high profits, it has huge risks. With abundant natural resources in the open sea, fishermen often choose to fish in formation when they go out to the open sea to fish. Marine resources are limited, and marine fish move in groups along with the ocean current, which often fluctuates regularly in an area from time to time. Experienced fishermen can often predict when, where and what kind of fish stocks are. However, limited by limited resources, the distribution is bound to be uneven. Fishermen in the same place occasionally have interest disputes, and groups of different nationalities are more likely to escalate when competing for interests.

Fishermen, as a profession, have the characteristics of long working hours, high intensity and seasonality. They can only be used as labor-intensive occupations. The people they attract usually have low educational levels, and their impulsivity increases accordingly. The site thinking is rooted in such people. When they fight for or defend the site, they are often accompanied by threats of violence.

Once such group incidents are formed, they are prone to impulsive collision, armed struggle and other incidents that seriously endanger social security and stability. Once the situation escalates, it will be difficult to deal with them at sea and rescue them, which will easily lead to major problems. Moreover, due to the different nationalities and countries of the two sides, if not handled properly, they will also fall into a passive diplomatic position.

### **3.2. Transportation Capacity of Troops and Traffic Conditions in Mission Sea Area**

First, it is difficult to predict. The characteristics of marine hydrometeorology are strong, and it is difficult to predict marine meteorology. The hydrological ocean current is affected by various factors. The current prediction methods are not accurate enough, which may lead to various transportation problems caused by insufficient expectations.

Second, the task is urgent. Once the confrontation situation is formed, the conflict will escalate in an instant. The number of ships assembled by both sides is large. Once a conflict occurs, the situation is difficult to control. The task force needs to arrive quickly to solve the problem.

Third, traffic is limited. Mass incidents at sea have their own characteristics. Due to their own limitations, iron, air and air are ineffective. Only relying on ships can we carry out integrated troop transportation and operations. It is far from the nearest garrison of Hainan Island troops, and the fastest speed of the mission ship can only reach more than 30 knots. Hainan Island is far from the mission sea area, with a straight-line distance of 350 nautical miles. The fastest transportation time also takes 10 hours. Moreover, there are many fishing nets in the fishing area of the mission sea area, which interfere with navigation. The estimated arrival time may need to be extended.

Fourth, it is difficult to communicate. The sea signal is weak, so it can only be located by Beidou satellite. The fleet is usually connected by radio short wave channels, which makes it difficult to communicate with the onshore headquarters in real time. The ship commander needs to set up a temporary headquarters in the command ship.

## **4. Main Methods**

### **4.1. Seize the Main Contradiction and Take Action in Advance**

After receiving the alarm, the China maritime police quickly established a general headquarters, deployed the South China Sea Branch to undertake the delivery task, reported the relevant tasks level by level, and truthfully conveyed the intention of the head to the front-line troops.

After receiving the task, the South China Sea sub Bureau coordinated the nearest detachment to carry out the task action, notified the grass-roots units to run the large-scale mass incident plan, clarified the composition of the task ship formation and the required ship type, divided the required number of ships and forces to each detachment, and organized and coordinated the special service forces participating in the operation.

Each detachment shall, according to its own actual readiness, organize the corresponding ships to prepare for the voyage, establish a detachment command post according to the formation, accept the command of the general formation, and organize the detachment to set out after all personnel have boarded the ship.

Establish transit points, coordinate with the distribution of islands in the the Zhongsha Islands to supply, rest and rotate units, and establish a support and duty change system to prevent the conflict between the extension of tasks after the escalation of conflicts and the lack of rest for troops on duty for a long time.

### **4.2. According to the Needs of The Mission, The Mobile Mode Is Preferred**

Due to the tight task, long distance and urgent time, the units that need to arrive quickly in advance should feed back the first-hand information on the scene to assist the chief in making decisions. The South China Sea Branch coordinated with the corresponding units to send helicopters to investigate the situation in advance, and feed back the on-site situation, longitude and latitude coordinates, that is, the progress of the incident in real time. And through early-stage shouting, it has the ability to alleviate the situation and deal with emergencies.

The establishment of marine police ships is limited, and the number of ship personnel is not enough to deal with such a large-scale mass incident. It needs the assistance of the nearest mobile force. The troops receiving the task quickly assemble in light loads and motorize to the marine police wharf to board the ship in an orderly manner.

We should do a good job in the coordination of services and arms and establish an information sharing mechanism. As a member of the armed police force, the marine police has low diplomatic sensitivity in handling incidents. However, it still needs to be considered in the decision-making scope. Once the on-site situation changes and contradictions and conflicts escalate, the Navy needs to intervene and take over the battlefield at any time.

### **4.3. Compress the Time Process To Ensure Quick Arrival**

As the task happened suddenly and the time to complete the task could not be expected, oil, fresh water, staple food and non-staple food must be guaranteed. The time for on-site procurement was too long. We directly took the means of coordinating the materials of brother units, such as briefing

and simple approval, first approval and then supplement, to shorten the approval process and quickly ensure the availability of materials.

The materials collected in an emergency may not necessarily meet the needs of the mission. The South China Sea Branch has pointed out to coordinate social support, urgently prepare for the transportation of war ready materials, and coordinate social ships to supply our mission ships, so that the mission troops have no worries about the future.

After the establishment of the transit point, some units can listen to orders to rest and replenish at the transit point, and rotate according to the time and the requirements of the commander.

#### **4.4. Ensure Transportation Safety and Avoid Action Risk**

For long-term transportation by sea, transportation safety, as one of the key factors determining the success or failure of the mission, must be taken into consideration in decision-making.

First, personnel safety. All personnel on board should wear life jackets all the time, strictly abide by the rules of ship walking, and should not move on the open deck without special circumstances. At the same time, fatigue may also lead to wrong operation of the on duty personnel and human induced accidents. Therefore, it is necessary to do a good job in the rotation of the on duty personnel during long-distance navigation, change shifts in the form of three shifts in each battle position, and take the watchmen to hand over the information elements between shifts, Ensure that no accidents will occur due to fatigue during the whole voyage.

Second, navigation safety. During navigation, ships should strictly abide by navigation specifications, avoid unfavorable terrain, always pay attention to the ship's draft and water tightness, update the hydrometeorological conditions in time, avoid navigation under severe meteorological conditions, make good preparations for sailing in heavy winds and waves and fog, do a good job of lookout and investigation, and avoid entanglement of fishing nets.

Third, the equipment is safe, with enough spare parts. Local senior engineers are invited to accompany the ship to ensure that the mechanical and electrical department always pays attention to the status of the ship's navigation main power device and power supply device. When the equipment fails, it will contact the team commander in time to judge whether it can be repaired urgently according to the actual situation. If it can be repaired by itself or the damage is not serious, it will follow the formation to continue to perform the task. If the damage is serious and it is really impossible to continue to perform the task, it will report to the formation commander for record, Return to the nearest place for maintenance. Weapons and equipment shall be ready in advance, cranes and small boats shall be ready for inspection and ready for hoisting and deployment at any time.

Fourth, communication security: multiple communication methods are adopted to prevent loss of communication after one communication method fails. Appropriate communication channels are selected to avoid common channels. In the communication process, attention is paid to the confidentiality of military actions, encrypted code is used, and the Beidou is turned on all the time to facilitate the positioning of the formation command post. The commander in chief of the formation is on duty all the time, and the position of the detachment is adjusted according to the

situation.

#### **4.5. Attach Importance to Task Efficiency and Play Its Due Role**

As an important armed force of the country for maritime rights protection and law enforcement, the marine police force has always undertaken the task of maritime rights protection and law enforcement. After President Xi Jinping awarded the flag in 2019, it has made clear its maritime responsibilities. In the event of such incidents, the marine police force, as the first force for maritime stability and conflict, must arrive at the mission site at the first time to solve on-site problems, safeguard national citizens' rights and interests, and ensure security and stability.

The large-scale mass incidents of Chinese and Philippine fishermen involve not only civil rights but also national rights and interests. Huangyan Island is China's inherent territory. However, due to the continuous advocacy of International Anti China forces, the voice of controversy has never stopped. Incidents involving national sovereignty and citizens' interests in the focus area must be handled accurately and effectively, the spirit of the central instructions must be implemented, and diplomatic excuses must not be used.

During the implementation of the task, we should do a good job in three links, ensure that the decision-making and planning are ahead, the organizational support is strong, and the spiritual motivation is sufficient. Highlight the four key points, understand the intentions of the superiors thoroughly, carry out work quickly and efficiently, do a good job of security flexibly and effectively, and organize work in a detailed and practical manner.

### **5. Problems and Suggestions**

#### **5.1. Main Problems and Difficulties in Transportation and Delivery**

First, the transport capacity of warships is weak. The personnel carrier of the marine police force is a combat ship, which has the dual attributes of transportation and operation. It pursues speed and mobility. The ships equipped are generally pointed bottomed ships, which give up comfort. When used as a means of transportation, it will consume a lot of physical strength of the troops, and because of its limited loading capacity, it cannot undertake large-scale transportation tasks of the troops.

Second, they are not familiar with the task sea area. Since the establishment of the marine police force, due to mobility, diplomacy and other factors, the cruising range has not been large, the patrol and investigation in the distant sea and disputed areas have not been enough, the route has not been familiar enough, the Hydrometeorology and geographical conditions on the route have not been understood enough, and the problem of insufficient war preparation exists.

Third, the professional ability of personnel is insufficient. As far as professionals are concerned, before the army was transferred to and reorganized, socialization support was always the mainstay. The self-repair ability of ships was weak. With the upgrading of equipment and instruments, the operating level of personnel did not make great progress, and there was a risk that operational errors would lead to failures or even accidents. As far as commanders are concerned, they have insufficient experience in air sea combined command. The helicopter brigade of the marine police force has been established for a short time and lacks operational experience.

There may be problems in command.

Fourth, the failure rate of existing equipment is high. It is difficult for core equipment such as engines to adopt the mode of "replacement before repair" like land equipment, and the general assembly cannot be replaced quickly. In addition, the new power device has problems such as poor running in and high failure rate. Once major problems such as cylinder pulling occur, it will greatly affect the combat and transportation capacity of the army.

Fifth, it is difficult to transfer logistics supplies. The marine police force is generally allocated according to its endurance and self-sustaining capacity. When it sails, it can only carry limited supplies such as fresh water, oil, and staple and non-staple food. However, since there is no supply ship in the fleet at present, it can only rely on social security. The battle line is too long, so it is necessary to establish a transit point for defense change, rest and supply.

## 5.2. Suggestions and Opinions on Solving Problems

First, we should equip ourselves with more weapons. Distinguish combat ships from troop carriers. In view of the increasingly diversified forms, the marine police force should consider building a comprehensive and three-dimensional combat system, such as landing on islands and seizing reefs, land sea interaction, and integration of sea and air, so as to push the modernization of the marine police force to a new level.

Second, strengthen regular patrol control. Different from the small-scale patrol and control of inland rivers and seas before the transfer, the troops should expand the scope of duty, patrol all over the territory, dare to go to the border, normalize patrol and control, be familiar with the geographical environment, understand the specific situation of the task site, and act as the first force to solve conflicts and disputes in

combination with the intention of the CMC.

Third, strengthen personnel training. Real military training, real combat training, selecting and dispatching business backbones, strengthening management science education, strengthening the concept of all-round operations, participating in special operations, giving practical opportunities, increasing real combat experience, forming a quantitative mechanism, competing for posts, and taking up posts based on merit, in addition to full theoretical study.

Fourth, strengthen scientific research and development. The best way to strengthen the smallest combat unit is to equip the front-line grass-roots units with the most advanced and best weapons. Science is always the primary productive force. While developing new equipment, we should also apply scientific thinking to operational planning and decision-making, update maintenance concepts, treat special problems in a special way, and find suitable and scientific solutions.

Fifth, improve the efficiency of transit construction. We should comprehensively consider the construction of transit points in the north, East and south, and the allocation of forces. In combination with the national marine strategy, we should rely on national means such as turning reefs into islands to establish supply bases in the three directions and comprehensively improve our support capacity.

## References

- [1] Agarwala C N.Integrated masts -The next generation design for naval masts[R].Defencyclopedia,2013:1-9
- [2] GUO Yong-Jin,JU Hong-bin.Application of Mairtime Unmanned Equipment Systems[J],Measurement and control technology,2020,39[10]150-155.
- [3] WANG Ming.Effectiveness Evaluation of Containerized Military Material Support[J], Military Logistics, 2021, 40(5): 129-140.